

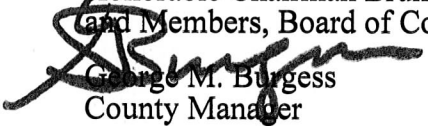
## Date:

September 4, 2007

## To:

Honorable Chairman Bruno A. Barreiro  
and Members, Board of County Commissioners

## From:

  
George M. Burgess  
County ManagerSupplement to  
Agenda Item No:  
8A1(a)

## Subject:

Supplemental Information Regarding the Recommendation to Reject all Proposals,  
and Follow Revised Process for the Miami International Airport (MIA) Mover  
Automated People Mover (APM) System  
Project No. RFP-MDAD-04-04/J104A

This supplemental report is provided in response to questions raised at the July 19, 2007, Airport and Tourism Committee meeting and to provide the Board with additional information regarding the revised selection process, the track record/performance of the three proposers (Bombardier-PCL, LLC; Parsons-Odebrecht Joint Venture; and Slattery Skanska, Inc.) and the new Selection/Negotiation Committee.

**Revised Selection/Negotiation Process**

The revised process consists of six basic steps:

- a. Confirm the continued interest of the firms in the contract award pursuant to this revised process. Reject those firms no longer interested and return any unopened packages from those firms.
- b. Evaluate the technical proposal of Slattery Skanska, Inc. to the same degree of detail as the other two proposers and publicly open the Price Proposals from Bombardier-PCL, LLC and Slattery Skanska, Inc., as was done for the Price Proposal submitted by Parsons-Odebrecht Joint Venture;
- c. Issue a written request for proposal updates. The requested updates will address the following items:
  - Identification of new essential requirements and deadlines for satisfaction of the same. The essential requirements shall be those which in the discretion of the Aviation Director afford the County sufficient assurances that the contract will be entered into and performed in accordance with its terms and shall include, at a minimum a new good faith proposal guaranty; updated licenses/certifications/authorizations documentation; team modifications; updated CBE/CSBE Project Participation forms to comply with the project participation provisions; updated documentation demonstrating compliance with the project's minimum requirements (technical, insurability, bond ability, etc.);
  - Technical Proposal updates to address any proposed modifications, value engineering, and/or potential scope alternatives.
  - Price Proposal updates to reflect modifications incorporated into the technical proposals or other conditions including the budget ceiling of \$221 million as a part of this revised selection process.
- d. Evaluation and Negotiations will follow a structured process to be conducted by the Selection/Negotiation Committee with the support of a fact finding technical review team. The fact finding technical review team will first evaluate, and obtain clarifications on the revisions to the proposals as needed to verify compliance with the project's minimum technical requirements and report their findings to the Selection/Negotiation Committee. Subsequently, the Selection/Negotiation Committee will conduct contemporaneous negotiates with all proposers to obtain the best and final prices from each proposer in the best interest of the County.
- e. Rank the Proposals based on best value to the County with due consideration of Technical merit, price, budget, and local preference, among other considerations. Proposers will be evaluated based on the following technical criteria:
  - Team qualifications, resources and experience
  - Performance capabilities, capacities and features of the proposed system and infrastructure

- Project Management
- Operations and maintenance experience

Upon completion of these steps, the Selection/Negotiation Committee will provide their recommendation to the County Manager, who will then finalize the recommendation for submission to the Board for action.

### **Track Record/Past Performance**

The track record/past performance of the three proposers was requested as part of the formal submittal in response to the Request for Proposals and by calls made to project managers. As part of the revised process, the Selection/Negotiation Committee may further investigate the proposer's track record and past performance. Only two of the three proposers (Bombardier-PCL, LLC and Parsons Odebrecht Joint Venture) have current contracts with Miami-Dade County. The Selection/Negotiation Committee will consider the past performance of each of the proposers as part of their evaluation.

### **BOMBARDIER-PCL, LLC.**

#### Miami-Dade Aviation Department

- Contractor: Bombardier
- Project/Service: Operation of Satellite E Transit Shuttle
- Representative: Arthur Buck
- Performance: Satisfactory

#### Miami-Dade Transit

- Contractor: Bombardier
- Project/Service: Metromover vehicle supplier
- Representative: Genaro Alvarez
- Performance: Satisfactory

#### Dallas Fort Worth International Airport

- Contractor: Bombardier
- Project/Service: Installation of inter-terminal connector
- Representative: Perfecto Solis, P.E., ADD AVP Project Development
- Performance: System was delivered within the terms of the contract and performance has exceeded availability requirements

#### Seattle-Tacoma International Airport

- Contractor: Bombardier
- Project/Service: Rehab of existing system
- Representative: Mark M. Reis, Managing Director
- Performance: Project was completed 2 years ahead of schedule and \$3 million under budget

### **PARSONS-ODEBRECHT JOINT VENTURE (APM System by Sumitomo/Mitsubishi)**

#### Miami-Dade Aviation Department

- Contractor: Parsons-Odebrecht
- Project/Service: South Terminal
- Representative: Max Fajardo
- Performance: Satisfactory

- Contractor: Parsons-Odebrecht
  - Project/Service: North Terminal Development
  - Representative: Juan Carlos Arteaga
  - Performance: Satisfactory
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- Contractor: Sumitomo/Mitsubshi
  - Project/Service: North Terminal APM System
  - Representative: Juan Carlos Arteaga
  - Performance: Satisfactory

Minnesota Department of Transportation

- Contractor: Parsons Transportation Group
- Project/Service: Hiawatha LRT Project
- Representative: Vicki L. Barron, P.E
- Performance: Recommends the Parsons Transportation Group be considered for planning, engineering services and project management assistance on any large infrastructure project.

Kobe New Transit Co., Ltd.

- Contractor: Mitsubishi
- Project/Service: System supplier
- Representative: Mr. Takeshi Kida, Director, Department of Transportation
- Performance: Vehicles have been operating reliably since February 21, 1990

**SLATTERY SKANSKA, INC. (APM system by Doppelmayr)**

Team has no prior contracts with Miami-Dade County.

Birmingham International Airport

- Contractor: Doppelmayr
- Project/Service: North Terminal Development
- Representative: Richard Heard, Managing Director
- Performance: Doppelmayr system has exceeded the service levels stated in the contract.

Mandalay Resort Group

- Contractor: Doppelmayr
- Project/Service: Mandalay Bay People Mover, designed and installed
- Representative: William A. Richardson, Director
- Performance: Doppelmayr delivered system on-time and on-budget.

**Selection/Negotiation Committee**

The new Selection/Negotiation Committee will be comprised of:

- John Cospers, MDAD Deputy Aviation Director for CIP (Chairperson)
- Javier Rodriguez, MDX Executive Director
- Fred Wise, FDOT State Rail Manager
- Hugh Chen, MDT Acting Deputy Director, Operations
- Ian Yorty, MDC Director, Office of Capital Improvements

### **Project Budget and Construction Timeline**

The project is being procured under one contract for two distinct phases. Phase 1 is the capital project involving the designing and building of the infrastructure (stations, guideway, maintenance facility, etc.); the designing, manufacturing, and installation of the operating system (vehicles, train control, traction power distribution system, etc.); and the integration, testing, and commissioning of the various components. Substantial completion of Phase 1 will constitute the beginning of passenger service. Phase 2 will be the Operation and Maintenance (O&M) of the Operating System.


The MDAD established project CIP budget for Phase 1 (capital project) is \$221 million. The time for performance of Phase 1 from the effective date of the Notice-to-Proceed to substantial completion is 36 months. The Operation and Maintenance Phase (Phase 2) is for an initial 5 year term, with an option to extend the Operation and Maintenance Agreement up to 10 additional years in two 5-year increments. MDAD has the option to terminate the Operation and Maintenance Agreement (Phase 2) services, or portions thereof at any time, and have County Staff or others trained to provide the O & M services.

The key schedule driver for this project is to have the MIA Mover in operation no later than two years after the opening of the rental car center at the Miami Intermodal Center (MIC) which would thereby fulfill the County's commitment to the Florida Department of Transportation. Based on the latest information from the FDOT, the MIC facility is slated to be completed by December, 2009 which means the MIA Mover would have to be operational in December, 2011.

Based on the selection and negotiation process and project timetables outline, the anticipated schedule and key milestones for this project are as follows:

- Board approval of the Selection/Negotiation Process: 9/04/07
- Updated technical proposals and prices received 11/26/07
- Complete Technical Evaluation 12/21/07
- Complete Contemporaneous Negotiations & Rank Proposals 2/04/08
- Committee Recommendation to the Board 2/15/08
- Board Awards Contract 3/15/08
- County Issues Notice To Proceed 3/31/08
- Phase 1 Completed and System Operational 3/31/11

Hence, per the schedule, the project would be completed within the timeframe necessary to fulfill the County's commitment to the FDOT.



Assistant County Manager